वाली एक सीधी गाड़ी चलाई जाये ;

(ग) क्या यह भी सच है कि सरकार ने इस सम्बन्ध में हावड़ा मंडल उपभोक्ता परामर्शदात्री समिति को आश्वासन दिया था परन्तु अभी तक यह गाड़ी शुरू नहीं की गई है ; और

(घ) आगामी वर्ष के लिए सरकार ने इस सम्बन्ध में क्या कदम उठाये हैं अथवा उठाये जाने का विचार रखती है ?

रेल विभाग में राज्य मंत्री (श्री माधवराव सिन्धिया) : (क) और (ख) जी, हां :

(ग) और (घ) कोई आश्वासन नहीं दिया गया था । तथापि, सुझाव की जांच की गई है और संसाधनों की कमी के कारण इसे व्यवहार्य नहीं पाया गया ।

Bombay-Poona highway

2402. SHRI SURESH KALMADI:
SHRI DHARAM CHANDER PRASHANT:

Will the Minister of TRANSPORT be pleased to state:

(a) what is the rate of accidents on national highways in Maharashtra as compared to that in the rest of the country;

(b) what is the number of accidents which took place during the last three years on Bombay-Poona highway and how many persons were killed;

(c) whether there is any proposal to build four lane road from Bombay to Poona and if so, whether it is being given to private sector; and

(d) what is the reason for slow progress on Poona bypass on Bombay-Bangalore highway?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): (a) and (b) Accident statistics are not separately maintained for National Highways but these are maintained for the entire network of roads such as National Highways, State Highways, Major District Roads, etc. in the State. However, the rate of accidents in Maharashtra during 1983 was 42.2 per thousand vehicles as against 26.1 for all India. The details of accidents in Maharashtra during the last three years are given below:

1981	40,376 (2996)
1982	42,516 (3076)
1983	45,844 (3160)

Note: The figures in the brackets indicate persons killed in the accidents.

(c) Yes, Sir. No work has, however, yet been given to private sector.

(d) Out of 34 KM length of Pune bye-pass, the construction works have been sanctioned in 14 KM length including construction of 3 major bridges and these works are in progress. Because of land acquisition problem and constraints of financial resources, it has not been possible to take up the construction in the remaining length.

Visit of a German toxicologist to India to help Bhopal gas victims

2403. SHRI SURESH KALMADI:
SHRI DHARAM CHANDER PRASHANT:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Dr. Max Daunderer, a German toxicologist, arrived in India on 4th December, 1984, with a large supply of sodium thiosulphate—an antidote for cynide poisoning with the idea of helping Bhopal gas victims;

(b) whether he left the country immediately; and

(c) if the answer to part (b) above be in the affirmative, the reasons therefor?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI KRISHNA KUMAR): (a) Dr. Max Daunderer from Federal